

CLASSIFICATION SECRET

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COUNTRY Poland

REPORT

TOPIC Airfield of WARSAW-BERNEROWO, Poland

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EVALUATION

PLACE OBTAINED

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REFERENCES

PAGES

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ENCLOSURES (NO. & TYPE)

REMARKS

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1. The WARSAW-BERNEROWO (R 53/P 99) airfield has been under construction since 1946. The undulated field slopes to Fort BEMA and the machine factory. Construction work at the planned runways was under way. Gravel was being hauled. The drainage system was being installed and the laying of the courses had been started. To make room for the east-west runway some buildings, including the tools factory, had to be torn down and a section of a public road was to be blocked for civilian traffic.

2. The construction work was supervised by an air force construction staff to which an air force construction battalion with a PW detail of about 300 men was assigned. The "Hudrothrest" firm did the drainage work and another government firm constructed the hangars. Two thousand men of the Polish labor service also worked at the field in the summer of 1948. Two German engineers, who were assigned to the construction staff, did the surveying; one of them was called Hermann HOLZ. The construction work was scheduled to take five years. The field installations were in the following condition:

a. The north-south runway which was originally scheduled to be 4,000 feet long had been completed to a length of 5,000 feet and a width of 250 feet with a layer 12 inches thick. The runway was equipped with a drainage system. Concrete mixers and piles of gravel were still alongside the runway.

b. The east-west runway, the originally scheduled width of which had been increased from 330 to 430 feet, was still under construction. Starting at the eastern end, it had

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been drained and leveled in a length of 2,650 feet, but not filled with gravel. Its continuation to the west had been surveyed.

c. The construction of the diagonal runway had not been started but the pertinent surveying work was completed.

d. The two hangars at the north-south runway, 150x200 feet each, were probably dismantled at the BRESLAU-SONNENGARTEN (P 52/C 41) airfield. Their construction was completed by the spring of 1948, but they were still unoccupied. They were iron structures, surrounded on three sides by low buildings, in which cement was stored.

e. The 300 x 500 feet hangar south of the BEMA Port, was constructed in the following strange way: the roof, a steel structure, was assembled on the ground and then raised to the required height by piled sleepers. After that, concrete pillars were built to support the roof.

f. Only the four main supports of the hangar to be constructed at the diagonal runway had been erected.

3. a. The pilot school comprised 20 to 30-year old pilot students and officer candidates wearing blue uniforms. The officer instructors, allegedly including Soviets, wore garrison hats. The training comprised theoretical instruction at the aircraft parked on the barracks yard, drilling and field exercises on the landing field. The following aircraft were parked there:

Six to seven IL-2s (two-seaters)

Two fighters, probably Yaks

One twin-engine aircraft with double-rudder assembly.

The aircraft had Polish national insignia. Their engines were occasionally run-up.

b. Five or six Soviet officers wearing Polish uniforms were allegedly assigned to the construction battalion which comprised four companies of 50 men each and a motor vehicle transportation unit. The 2,000 Polish labor service men serving two-month terms were twice replaced in the summer of 1948.

c. The RR spur track, originally leading to the BEMA Port, was expanded as far as the eastern sector of the planned airfield and used for the transportation of building material. The old BILLAMY (R 53/P 99) airfield north of the BRESLAU-BESENROTH field had only a small grass cover. There were some biplanes with which intensive flight training was being done. Individual parachute jumps from these biplanes were repeatedly observed in summer.

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